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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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**The Daily Press.**

HONGKONG, JUNE 9TH 1909.

WHEN the first "Dreadnought" was launched at Portsmouth almost three years ago the wave of satisfaction, amounting to triumph, which passed over the country at the great advance which this event marked in the building of battleships was such as to suggest that this notable addition to the British Navy was practically the last word in battleships. Such a thought was never perhaps expressed, but outsiders might be pardoned if they imagined that Britons took such a flattery to their souls. Now, however, we realise more than ever that to the building of ships, like to the making of books, there is no end, and that the breaking of records, even in shipbuilding, is only an incentive to greater deeds on the part of those momentarily eclipsed. Therefore it follows that the construction of a Dreadnought involves plans for the building of a greater. And so the competition continues. It need hardly be said that the laying down of the Dreadnought was the logical outcome of the policy, built on new discoveries and tests, of increasing the size and armaments of our ships of war, but the far-reaching effects of introducing those mammoth fighting machines which revolutionised to some degree naval warfare were not so evident at the outset. Now it is seen that when Britain built the first Dreadnought she made the remainder of her navy to no little extent obsolete. This type of vessel was so far superior to its predecessors that it reduced the value of the other ships, and though Britain had the benefit of starting before other nations in the building of these battleships, the other

nations were placed in more favourable positions than before, inasmuch as they had not the previous great margin which divided their navies from that of Britain to make up before attaining a parity of fighting forces on sea. In other words, naval experts being practically agreed that Dreadnoughts were the most scientific fighting machines so far devised, the various Powers began to concentrate largely on Dreadnoughts, with the result that Britain finds itself no longer holding that numerical supremacy which she has regarded as necessary for the maintenance of her interests. Of course, in the actual number of ships of war she is still vastly superior to any of her rivals, but a new standard of quality has been set, and judged by that Britain does not stand in the same favourable position that has hitherto been hers. It is not the fact that other nations can build Dreadnoughts that makes Britons feel uneasy. The disquieting feature is that others can build as well and as speedily, thereby making it difficult if not impossible for Britain to maintain her policy of the two Power standard. Undoubtedly the situation is somewhat disconcerting, but England need not feel greatly depressed. She still leads. Admittedly she might not be able in the future to face certain combinations of Powers, but it requires a considerable readjustment of existing conditions to imagine Britain fighting single-handed two or more European nations. The possibility of having to wage war against one might be considered, and in such an unhappy contingency the prospects of success are not against her. On the other hand should she find herself drawn into war with two or more Powers it is just as probable that some other Power will decide that it is advantageous to ally itself with Britain in the fray. While we take this view it does not follow that we accept the dictum that Britain should abandon her policy of the Two Power Standard. Financially, she is able to bear the burden and therefore there is no need to be very despondent. The Government may be slow in laying down Dreadnoughts, but there is much to justify the policy of caution. Each programme should embrace an advanced type of battleship, and as the

contingent Dreadnoughts just decided upon are 30 per cent. better than the original, it leads to the conclusion that the vessels launched five years hence might make their predecessors as obsolete as the first Dreadnought did with the remainder of the British Navy. Therefore caution seems justified. At the same time this can be overdone, and those who clamour for additions to the naval shipbuilding programme are not without reason. It is a perfectly natural desire to wish for more ships of the prevailing standard than Britain's most dangerous rival possesses or is likely to possess, and the Government invited the criticism levels at it by refusing to make its programme as large as it had admitted, necessary. In our telegraphic news yesterday it was stated that the armaments for the four contingent Dreadnoughts had been ordered. As this step has been delayed for several months, it does not add to the feeling of confidence in the Admiralty, but public opinion in England is certainly forcing the Government and the Admiralty to prepare a programme more in accord with what is considered the Empire's needs in the light of recent events.

Three cases of plague—two from Yunnan and one from Wongnaihong—were notified yesterday, bringing the year's total up to 90.

For stealing a quantity of vegetables out of a garden at Pakshuiwan Yr. F. A. Hazeland at the Magistracy yesterday sentenced a native to three weeks' imprisonment and six hours' stocks.

Yokohama papers report that Captain Sutherland of the steamer *Bendomond* had mysteriously disappeared, and the ship left for Vladivostock in command of the Chief Officer.

Three hundred and seventy Bills were introduced into the Philippine Assembly between February 1st and May 20th. Only 11 were approved during the session; 8 were rejected, and the remainder "died in committee."

The *Hawke's Mail* of the 28th inst. reports that Mrs. E. Busch accidentally shot herself with a Mauser pistol the preceding morning. The bullet passed clean through her just under the heart. Drs. Roese, Meany and Dr. Thompson's assistant have been in attendance and report the unfortunate lady out danger.

The Colonels of the 12th (Prince of Wales' Royal) Lancers, vacant by the death of Major-General J. C. Russell, C.V.O., has been bestowed on Major-General Robert G. Broadwood, C.B., now commanding the troops in South China. General Broadwood was "gazetted" to the 12th Lancers from the Royal Military College, Sandhurst, in 1881.

A native was arrested yesterday on a charge of breaking into a general merchant's store at 299, Des Vœux Road West, a week ago, and stealing powder to the value of \$250. The goods were found concealed in an underground tunnel near the waterfront, apparently ready for shipment. The defendant was charged at the Magistracy yesterday, and the case was remanded for a week.

## TELEGRAMS.

[Protected by the Telegraphic Message  
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[DAILY PRESS" EXCLUSIVE SERVICE]

SERIOUS CHARGE AGAINST  
AMERICAN PETTY OFFICERS.

TOKYO, June 8th

A Court-Martial has been opened on the flagship of the U. S. Philippine Squadron, now at Hakodate, to investigate a charge brought against two petty officers of selling gun mountings to Japanese.

The departure of the squadron from Hakodate has consequently been delayed.

## JAPAN AND GREAT BRITAIN

TOKYO, June 8th.

The Japanese Press comments favourably upon the change in British opinion, led by "The Times," regarding Japan's attitude towards questions affecting China, and welcomes China's readiness to re-open negotiations.

A CLERGYMAN'S  
RESIGNATION.

TOKYO, June 8th.

Dr. J. Ingram Bryan, the minister of All Saints Church, Kobe, has resigned, the notice taking effect in July.

[The interest attaching to this announcement resides in the fact that Dr. Bryan has been under a cloud for some months past. Letters signed "B" appeared in the *Japan Mail* some months ago gravely aspersing the character of the foreign community of Kobe. Dr. Bryan was taxed with being the author of these letters, and he published through his Church Committee an episcopal denial which the *Japan Chronicle* discussed in a manner which placed the rev. gentleman in a still more unfavourable light before the public. Members of the Church declined to pay their usual contributions to the Church funds until Dr. Bryan had unequivocally denied the authorship of the offending letters, but he does not seem to have done so to the satisfaction of the Kobe community, as references to the matter continue to appear at short intervals in the newspapers.]

[REUTER'S SERVICE TO THE "HONGKONG  
DAILY PRESS".]THE IMPERIAL PRESS  
CONFERENCE.

LONDON, June 8th.

The delegates to the Imperial Press Conference assembled at the Foreign Office yesterday morning.

There was a large attendance over which Lord Crewe, Secretary of State for the Colonies, presided.

## SUPREME COURT.

Tuesday, June 8th.

## IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J.  
GOMPERTZ (PUISNE JUDGE).

## CLAIM AGAINST AN ACTOR.

Kwong Koon Kwan, trading as Wai Shing Tong, of 131 Connaught Road Central, sought to recover from Ling Yuk, an actor at the Tung Hing theatre, the sum of \$1,751.20 being principal and interest on money lent.

Plaintiff waived \$753.20 in order to bring the action within the jurisdiction of the court.

Mr. Otto Kong Sing for plaintiff said Mr. D'Almada was to have appeared for the defendant, but he had written to say that he was no longer instructed.

His Lordship—Does the defendant appear in person?

Mr. Otto Kong Sing—Not that I know. I think he has absconded.

Plaintiff then proved his claim, stating that the money was due on two promissory notes of \$500 each.

His Lordship—You are waiving \$700?

Plaintiff—Yes, that is interest.

Judgment was entered for plaintiff.

## LATEST STEAMER MOVEMENTS.

The Colonels of the 12th (Prince of Wales' Royal) Lancers, vacant by the death of Major-General J. C. Russell, C.V.O., has been bestowed on Major-General Robert G. Broadwood, C.B., now commanding the troops in South China.

The *Silk ex C.P.R. st. Empress of China* which left Hongkong on the 8th ultimo, arrived in New York on the 5th inst., thus making a transit of 28 days from Hongkong and 17 days from Yokohama.

The C. N. C. Co.'s str. *Kwei-kiang* left Chefoo on the 5th inst., and is due here on the 13th inst.

The C. N. C. Co.'s str. *Nanchang* left Chefoo on the 6th inst., and is due here on the 14th inst.

The American and Manchurian Line str. *Metropole* left Singapore on the 7th inst., and is due here on or about the 14th inst.

The P. M. str. *Korea* from San Francisco sails from Yokohama on the 8th instant, and is due to arrive at this port on the 19th instant.

A native was arrested yesterday on a charge of breaking into a general merchant's store at 299, Des Vœux Road West, a week ago, and stealing powder to the value of \$250. The goods were found concealed in an underground tunnel near the waterfront, apparently ready for shipment.

The defendant was charged at the Magistracy yesterday, and the case was remanded for a week.

NUMEROUS CONVICTS ESCAPE  
FROM PRISON.

## A PANIC AT SHUN TAK.

Our Canton correspondent writes:—On the 3rd instant at about 5 p.m. over 150 prisoners of the Shun Tak prison rebelled and fought their way out of the prison with very little resistance. It appears that the whole affair was planned many days ahead by notorious pirates named Lo Wing, Ng Man Ng and Ng Man Luk, who were awaiting capital sentence to be passed upon them. All preparations for their escape had been made with the assistance of their confederates outside. Several steam launches were engaged and had steam-up, ready to leave the various places of rendezvous at a moment's notice. In the afternoon of the day in question the wife of one of the pirates, having bribed the turnkey of the western prison (outer prison for prisoners of minor offences), took a large bundle into the prison supposed to contain clothes, mosquito nets etc., but in reality the contents were revolvers, pistols and swords. From the western prison she managed to smuggle the bundle into the inner prison (inner prison for confinement of prisoners charged with serious offences), where Lo Wing and his associates were confined. These leading desperados had already bribed the gaol-keeper to have their fetters removed several days previously in anticipation of the opportunity to escape. Lo Wing, on receipt of the bundle from the woman, immediately opened it and distributed the weapons amongst his fellow prisoners, about seventy in all. He took the lead and broke open the prison gate at the same time shouting, "Those who desire freedom follow me!"

Lo Wing led them to the outer prison and there he repeated his appeal. Then they all rushed to the guardroom where Lo Wing shot the officer in charge of the soldiers, and took possession of all the firearms, after which they went out into the street, and left the city by the East gate. There was a regular panic in the whole city as the prisoners had confederates posted in all quarters. Some of the citizens beat gongs to call the attention of the police, but none of them made any effort to recapture the prisoners. After leaving the East gate, the fugitives had a very trying time, as there are many military stations outside the city, and before the prisoners got there, many of the stations were warned of what had occurred.

The soldiers were ambushed in many places and fired on the prisoners as they passed. A general fusillade ensued between the soldiers and prisoners, during which about 15 prisoners were killed, and over 20 were recaptured. Of the three leaders, only Lo Wing escaped. Ng Man Ng was killed, and Ng Man Luk was recaptured; the rest of them escaped by launches.

Several soldiers are reported to have been killed and wounded in the fight.

The Shun Tak Magistrate did not dare to report the matter at once. The gentry of Shun Tak, fearing that the escaped convicts might take revenge, sent a deputation to inform Viceroy Chang of what had occurred. The Viceroy was incensed on hearing of this and immediately cashiered Magistrate Lai and six military officers of Shun Tak, and has given them a fortnight to recapture the fugitives. A new magistrate surnamed Shum has been appointed to fill the post of Lai. The Viceroy has deputed the Kwong Chau Prefect and several high military officers to Shun Tak to investigate the matter. A few gunboats were also dispatched to search for the steam launches which were engaged by the fugitives.

## PLAQUE AT CANTON.

A WILY PLEA TO CONTINUE THE BOYCOTT.

The following is a translation of a letter sent by Chan Yan Pui to the Self-Government Society of Canton:

"I beg respectfully to draw the attention of the Self-government Society to the prevalence of plague in Canton. The number of people who have died through contracting the disease has been countless and the epidemic is still spreading rapidly in every part of the city. People say that rat fleas are the principal medium of conveying the disease and that pork is a hot bed for the incubation of plague germs. These assertions are indisputable and unquestionably correct. But very few people are aware that sea delicacies such as dried cuttle-fish, shrimps, beche-de-mer, mushrooms, etc., have more germs concealed in them than any other kind of food stuff; consequently these articles of food are more adaptable to receive plague germs and furnish rich food for them to thrive. If one would take the trouble to examine a dried cuttle-fish or a dried shrimp through a microscope one would see innumerable germs in it. Besides all sea delicacies are hard substance and very difficult to digest, moreover, there is very little nourishment in them. They are very injurious to health and that is the reason why western people do not eat them. Recently, those Chinese who are studying hygiene, have been giving up eating sea delicacies, and on account of this, the sale of sea delicacies in our markets has greatly declined. Large quantities have remained unsaleable in the markets for a considerable length of time and thus the germs in them have been accumulating.

At the present time when plague is so prevalent, and as sea delicacies form one of the principal media of conveyance of that disease, I respectfully beg to exhort all my brethren who are desirous of preserving their health and life to give up eating sea delicacies."

[See delicacies form one of the leading lines of import from Japan—ED.]

How to be BEAUTIFUL.—Keep your complexion, Mrs. Ellen's Crème Charnante, Lait Charnant and Special Skin Tonic and Poudre Charnante will enable you to do it. Her Specialities for the Skin are the study of a lifetime. A. S. Watson & Co. Ltd. Sol's Agents.

THE TSINGTAO-TSINAN  
RAILWAY.

In the spring this year the Wai-wu-pu wrote twice to the German Minister in Peking proposing to redeem the railway from Kiaochow to Ichow Fu. The letter referred the matter to his Government and has recently received the following directions from home:—

(1) As China has undertaken to complete a line from Teh Chow to Chingting and one from Yen-chow or another point on the Tientsin-Pouku branch line, via Tsing Chow to Kainting before the end of 1912, and that in the event of China wanting a foreign loan for the purpose of these railways she will first consult with the German and Chinese Corporation in the matter and engage a German Engineer, the Government wishes to make it clear that it is willing to assign the rights of constructing the railway from Kiaochow to Ichow and the one in the West of Shantung to China and allow the Chinese Government to build the same under the supervision of the Tientsin-Pouku Railway Company. As to the Kiaochow-Ichow Railway the Chinese Government should be consulted as to whether it would not be more advisable to connect the same with the trunk line at Kaonih instead of Kiaochow.

(2) It should be clearly stipulated that the railway from Kiaochow to Ichow must be completed on or before January 1, 1915, and considered as a Government Railway and that in the event of China wanting to raise a foreign loan to construct the same the German and Chinese Corporation have the option. (3) Germany shall retain the right to work all the mines within a radius of thirty miles from the Kiaochow-Ichow line and the one from Tsian to the west of Shantung as provided by the Treaty of Kiaochow.

The German Minister has communicated the purport of his directions to the Wai-wu-pu and the latter has written back to say that it will reply after considering the matter. *Shanghai Times.*

## CHINESE-JAPANESE RELATIONS.

## THE TIMES' FAR EASTERN CONFERENCE.

Some of the Tokyo papers, remarks the *Japan Gazette*, are indulging in statements as to the nature of the conferences being held by the three representatives of *The Times*, now in Tokyo, among themselves, and also with the State officials. We do not know the source of their information, but it cannot be denied that accurate official data often reach the reputable vernacular Press, and in any case the tenor of these papers and journalistic speculations, if speculations pure and simple they be, is interesting as throwing a subjective light on Sino-Japanese relations. For it appears to be assumed that this *Times* Far Eastern conference must have originated in some difference of opinion between the views as expressed by the Tokyo Correspondent and the Peking Correspondent of *The Times*, and that Mr. Chirol, as

## SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. G. Hutchinson presided, and there were present Hon. Mr. P. N. H. Jones (acting Vice-President), Colonel Bedford, Hon. Mr. A. W. Brown (Registrar-General), Mr. A. Shelton Hooper, Dr. G. H. L. Fitzwilliams, Mr. Lau Chu Pak, Mr. Ho Kom Tong, Dr. F. Clark (Medical Officer of Health), Dr. Pearce (Assistant Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

## QUESTIONS.

Mr. HOOPER, pursuant to notice, asked the following questions—

(1) Is it a fact that in February and July 1908 Joyes' Fluid, to the extent of 2,500 gallons, was purchased through the Crown Agents at a cost, ex-geodown Hongkong of 3/- per gallon?

(2) Also whether Joyes' Fluid could not have been purchased locally at 3/- per gallon, thereby effecting a saving of between £60 and £70?

(3) In what respect, if any, did the Joyes' Fluid indentured by the Government differ from that obtainable locally?

The answers to the questions were—

(1) 2,500 gallons of Joyes' fluid were received during 1908 from the Crown Agents at a cost ex-geodown Hongkong of 3/-6d. The consignment arrived in February and July.

(2) A Joyes' fluid could have been purchased locally at 3/- per gallon, the same quantity which would have cost roughly £66 less.

(3) The Joyes' fluid indentured from the Crown Agents had a guaranteed carbolic acid efficiency of over 20 for *bacillus pestis*. That obtained locally was not so guaranteed and bacteriological tests showed that it had not such a high carbolic acid coefficient.

Mr. HOOPER—Then I understand it was Joyes' fluid they sent out?

The PRESIDENT—Yes.

Mr. HOOPER—Well, I have to raise a question on that. Therefore, to put myself in order, I move the suspension of the Standing Orders.

Mr. LAU CHU PAK seconded.

The REGISTRAR-GENERAL—I don't see there is any urgency in this matter. It has been going on for a month.

Mr. HOOPER—It is a matter of urgency. I may say I am going to dispute the statement which has come from the chair, and I shall give documentary evidence to that effect. It is a matter that should be brought before H.E. the Governor.

The motion was carried, only the REGISTRAR-GENERAL voting against it.

Mr. HOOPER—You have stated that what was ordered from the Crown Agents was Joyes' fluid. I will read you an extract from a letter from the Joyes Sanitary Compound Company, dated 21st August, 1908, addressed to Messrs. W. G. Humphreys and Company, their agents in Hongkong: "It is right to inform you that the order in question was not for Joyes' fluid but for a special preparation which the Crown Agents asked us to supply to meet their requirements." I think it is only fair that the Government and the public should know exactly what has been ordered, what they have paid for, and what they have received. It is with that object in view that I have taken the trouble to get the information which I have given to this Board. I would like to ask at whose instigation the change was made in obtaining disinfectants from home instead of locally which had been the custom of the Department for about 20 years. I may say that the local agents from time to time kept a very large stock of Joyes' fluid here to meet any extra demands made upon the Government. I think it must be patent to any one that to suddenly throw them over, leaving on their hands a large stock of a disinfectant which for 20 years the medical authorities had deemed to be of sufficient germicidal efficiency to meet the requirements in this Colony—is not a moral business transaction. I may say that if these facts are brought to the notice of His Excellency the Governor he will take steps to prevent its recurrence.

The REGISTRAR-GENERAL—Do you make a motion?

Mr. HOOPER—No, I let it stand. If any member has anything to controvert in the statement or wishes more proof I shall be glad to give him the information I have.

The PRESIDENT—In the point you wish to make that the Government ought to purchase Joyes' fluid from Humphreys and Co. in preference to the Carbuncle Crocets they are now purchasing?

Mr. HOOPER—No, I said nothing about that. If they wish to purchase a disinfectant commonly known as Joyes' fluid, and which is intended for use as Joyes' fluid why should they purchase it in London when it is procurable here at 10 per cent less? That is the remark I wish to convey to the Governor.

The PRESIDENT—Yes.

SELECT COMMITTEES.

With regard to the re-appointment of select committees of the Sanitary Board, Mr. SHELTON HOOPER moved—The standing order of 30th July, 1903, must be amended or rescinded as the Board now have no officers, and I think Mr. Ho Kom Tong's name should be substituted for Mr. Fung Wa Chun's.

Mr. LAU CHU PAK seconded—A select committee to look after markets may well be added.

All the select committees were re-elected the only alteration being the substitution suggested.

PUBLIC HEALTH ORDINANCE AMENDMENT.

The amendment of the Public Health and Buildings Ordinance was laid on the table.

The PRESIDENT stated that since the markets had been handed over entirely to the Sanitary Department, he thought it would be necessary to amend the by-laws, and suggested that a committee be appointed with that object.

The President, the Registrar General and Dr. Fitzwilliams were appointed a committee.

## EXHUMATION.

Correspondence relative to applications for permits to exhume remains for re-burial in China was submitted.

The PRESIDENT wrote—Appended are a number of applications for permits to exhume remains for re-burial in China. As these applicants have been waiting a considerable time I propose, with the approval of the members of the Board, to instruct the Secretary to issue these permits under section 91A section 3 of the Public Health and Buildings Ordinance at once and have the action confirmed at the next meeting. I believe these applicants to be the duly authorised agents of the next of kin. Will members of the Board kindly write "approve" in the circulating cover if they approve of this action?

Mr. HOOPER minuted—Approve; but we must be satisfied that the remains are at once removed out of the colony.

Hon. Mr. HEWITT—Agree with Mr. Hooper.

Mr. LAU CHU PAK—Approve. I think a select committee should be appointed to deal with such applications so as to prevent delay.

The PRESIDENT wrote—As members of the Board seem to think that certain precautions are necessary I think it better to leave this over until the next meeting of the Board. Three further applications are attached, two of which apply for permission to re-bury in Mount Carmel Cemetery, the remaining application making no statement.

Applications were received from Mr. Chun Yui-Tong and Messrs. Denison, Ram and Gibbs for permits to exhume remains for re-burial in the Colonial Cemetery.

Mr. HOOPER—If you are in possession of any information which the Board is not, I don't think you are entitled to withhold it.

Mr. HOOPER—Because I think that you have feelings which most of us are credited with.

The REGISTRAR-GENERAL—I hope I am not credited with such feelings.

The PRESIDENT—Persons are buried in regular order in that portion of the cemetery to which that person is entitled.

Mr. HOOPER—If you are in possession of any information which the Board is not, I don't think you are entitled to withhold it.

Mr. HOOPER—Brought to the notice of the Government.

We were told that the Government had sold a Chinaman a site. That was placing the Chinese in a better position than the English in this Colony.

Mr. HOOPER—I fail to understand by what authority any site has been granted to the applicants. No one has the power to reserve any site.

Mr. LAU CHU PAK—What authority has the Board in refusing to grant burials in the Colonial Cemetery?

Hon. REGISTRAR-GENERAL—We cannot refuse permits to exhume except on sanitary grounds.

Hon. Mr. HEWITT—I cannot pass an opinion on the two cases under consideration as I do not know the standing of the people concerned, but in view of the very limited area in the Colonial Cemetery I consider this should be as far as possible kept for the use of the "foreign" population. The Government has gone to great expense in providing burial grounds for all classes of residents, and no Asiatic should therefore be interred in the Colonial Cemetery unless he was during his lifetime a recognised member of one of the Christian denominations, not merely a person who nominally professed Christianity. I make these remarks not in any hostile spirit towards a certain section of the community, but because I consider the Colonial Cemetery, which was originally intended for the interment of "foreigners" should not now be invaded by natives who have ample burial grounds supplied elsewhere.

The REGISTRAR-GENERAL seconded.

Mr. HOOPER did not think a committee was necessary. He thought the Board should authorise the President to grant permits for exhumation, provided it was for removal out of the Colony.

The REGISTRAR-GENERAL—I think we had better get to order.

Mr. HOOPER—It is well to have the truth out.

The PRESIDENT—We have decided on the two applications, and I don't know whether Mr. Hooper is going to propose a resolution or not. If not, we will go on to the other business.

Mr. LAU CHU PAK moved that a select committee be appointed to deal with the question of exhumation. The Chinese only disturbed relatives' graves on occasions set apart for ancestral worship.

The REGISTRAR-GENERAL seconded.

Mr. HOOPER did not think a committee was necessary. He thought the Board should authorise the President to grant permits for exhumation, provided it was for removal out of the Colony.

The PRESIDENT and REGISTRAR-GENERAL were appointed a committee to grant exhumation permits for removal out of the Colony.

A HOTEL APPLICATION.

An application was submitted on behalf of Mr. Dick Daly for permission to install a urinal and automatic flushing system at his hotel, "The Owl Grill Room."

Hon. Mr. HEWITT minuted—The application should only be granted on the following conditions: that an adequate and independent water supply be provided and only so long as the place is used as a hotel. Unless some such restrictions are made they might in time come to find a number of houses passing into private ownership which had w.c.s. over which possibly, no proper supervision could be maintained.

The PRESIDENT moved that the application be granted on the terms mentioned by Mr. Hewitt.

Col. BEDFORD moved that the words "so long as it remains a hotel" be eliminated.

Mr. HOOPER seconded and on a vote being taken the amendment was carried.

LIGHTING OF THE MARKETS.

On the report of the lighting of the Central and New Western Markets was submitted. The committee stated that in their opinion the best method of lighting the Central market was by a large number of moderate candle power instead of lamps of high candle power. As the Electric Lighting Company were willing to increase the candle power in the market, and as the difference in the cost between electric lighting and kerosene lights was not great, the committee recommended that the offer of the Electric Lighting Company be accepted. The committee recommended that the present system of lighting in the New Western Market, kerosene lights, be continued, with the addition of one extra lamp over the Central alleyway.

The report was signed by the Head of the Department, the Registrar General and Mr. Shelton Hooper.

Mr. HOOPER added a minute that he considered that each stall having a separate electric lamp should be charged an extra rent, as it was clearly not fair to the other stall holders who had to provide their own lamps.

The report was adopted, Mr. Hooper stating that although he signed a minority report he was in agreement with the report.

A BAKEHOUSE.

A letter was submitted from Messrs. Denison, Ram and Gibbs asking that the premises recently occupied by Messrs. Weismann in

had set aside areas for naval, military, civil servants, and old residents, and we should set aside an area for another section—that was, the Chinese Protestants. The board should lay down some regulations so as not to have them scattered all over the place.

The PRESIDENT—Is the committee to apply particularly to this case, or generally?

Mr. HOOPER—As you will see from my remarks, it must be generally.

Mr. LAU CHU PAK—It will have nothing to do with these two applications, which have already been granted.

The REGISTRAR-GENERAL—If there is any doubt about my motion I will move that the applicants be given a permit to exhume and re-bury in the Colonial Cemetery.

Mr. HOOPER—Who chooses the site?

The REGISTRAR-GENERAL—I don't care who chooses the site.

Mr. HOOPER—But I do. I think it would be very repugnant to civil servants to bury a Chinese on their site and raise a monument over him.

The REGISTRAR-GENERAL—Why do you speak for me?

Mr. HOOPER—Because I think that you have feelings which most of us are credited with.

The REGISTRAR-GENERAL—I hope I am not credited with such feelings.

The PRESIDENT—Persons are buried in regular order in that portion of the cemetery to which that person is entitled.

Mr. HOOPER—If you are in possession of any information which the Board is not, I don't think you are entitled to withhold it.

The VICE-PRESIDENT stated that sanction had been given by the Government for re-burial in certain cases.

Mr. HOOPER moved that this matter be brought to the notice of the Government.

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## NOTES FROM JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, May 31.

The newspaper men of Tokyo recently formed what they have styled, "The International Press Association of Japan," and on Saturday evening (29th) they gave their inaugural dinner at the Imperial Hotel. The membership of the new society is about fifty, and it is the second attempt of the kind, a former association having succumbed to inertia. The committee in charge of the dinner invited quite a number of well known men to grace the cross table, and if the future of the society may be gauged by the dignity of its launch into being, a prosperous career awaits it. The guests of honour were Prince Ito, Marquis Katsura the Premier, Count Okuma the unofficial leader of Young Japan, Mr. C. E. Fairbanks, ex-Vice-President of the United States, Mr. Valentine Chirol head of the foreign department of the Times, Dr. Morrison, Peking correspondent of the same, and Mr. Henry George, son of the famous American of that name. The majority of the hosts, i.e., members of the society, were of course Japanese, including the chairman of the evening, but the presence of American, English, German and Italian members spoke of the cosmopolitan character of journalism in Tokyo. There were present, moreover, individual guests of the members, bringing in still other nationalities, and the gathering all told told numbered nearly a hundred persons.

THE SPEECHES.

It is a most remarkable thing that at this dinner there was not a

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## NEW ADVERTISEMENTS



IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER OF the Estate of D. MCKENZIE otherwise known as D. B. MCKENZIE late of No. 6, Stanley Terrace, Quarry Bay, in the Colony of Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the COURT has, by virtue of Section 58 of the Probates Ordinance, 1897, made an Order limiting to the 7th day of July, 1909, for sending in Claims against the above estate.

All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 7th day of June, 1909.

ARATHOON SETH, Official Administrator.

829]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship "KUMSANG,"

having arrived from the above Ports Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo, impeding the discharge or remaining on board after 4 P.M. the 10th inst., will be landed at Consignee's risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & CO., LTD.

General Managers.

Hongkong, 8th June, 1909.

[16]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI" FROM LEITH, ANTWERP, MIDDLEBRO' AND LONDON.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th June, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd June, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th June, at 11 A.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 8th June, 1909.

[623]

WANTED.

HOUSE on the UPPER LEVEL, must be detached, with at least 7 or 8 Rooms, and Servants Quarters. Unfurnished.

Apply—Care of The Yokohama Specie Bank, Ltd. Hongkong, 28th May, 1909.

[795]

MONEY TO LEND.

\$150,000 to invest on Mortgage: Mortgages for smaller amounts can be considered. Send Particulars of Securities offered to X.

Care of "Daily Press" Office. Hongkong, 20th May, 1909.

[537]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. H. HAXTON, Manager.

Hongkong 1st April, 1909.

[48]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULIN AENHOLD, KARBERG & CO. 1674] Sol. Agents.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchandlers. Nos. 35 & 37, Hing Loong Street (2nd Street, west of Central Market) Telephone No. 515.

[583]

DON'T DELAY CALLING!

JUST UNPACKED A NEW STOCK of the Latest FASHIONABLE GOODS Comprising:

Latest Style VEILING, by Yard and Piece. Assorted Colours Plain, Dotted and Chiffon.

NECK FRILLINGS. LADIES' FINEST PURE LINEN AND COTTON.

Latest Design PRESENTATION HAND-KERCHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HOOSAIN-ALI & CO., 14, Queen's Road, Central, Hongkong, 7th June, 1909.

[41]

## INTIMATIONS

NIPPON YUSEN KAISHA.  
(HONGKONG BRANCH).

IT IS HEREBY NOTIFIED that Mr. THOMAS LOFT is no longer in our employ. T. KUSUMOTO, Manager.

Hongkong, 7th June, 1909. [823]

## E. S. R.

COLONIAL SECRETARY'S DEPT.

IT IS HEREBY NOTIFIED that the VALUATION LISTS for the Colony for 1909-1910 will be open to inspection at the Treasury for Twenty-one days commencing on MONDAY, the 7th June, 1909.

F. H. MAY, Colonial Secretary.

Hongkong, 2nd June, 1909. [824]

## JUST PUBLISHED.

MAP OF KWONGTUNG PROVINCE Showing Kwong Chow-fa, Hongkong, West, East and North Rivers.

This Map is full of detail, showing Hills, Railways, Rivers, Sand Banks, Custom Houses, etc.

Names in both English and Chinese. Every Office should have a Copy Size 55" by 40".

Price on Roller \$5.00  
Folded \$4.50

BREWER & CO., LTD.

Pedder Street.

Hongkong, 5th June, 1909. [822]

## DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY. 33, QUEEN'S ROAD CENTRAL. From the University of Pennsylvania, U.S.A. Hongkong, 17th April, 1907. [415]

SIEN TING SURGEON DENTIST, NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, 21st September, 1905. [504]

A TACK & CO. FURNITURE & PHOTO GOODS STORE, 26, DES VŒUX ROAD, CENTRAL.

DEALERS IN LADIES' & GENTS' BOOTS & SHOES, UMBRELLAS, &c., &c.

Cameras fitted with "ZEISS," "GOEZZ," "HOSS" & "ALDIS" Lenses.

DEVELOPING AND PRINTING A SPECIALITY.

Hongkong, 24th April, 1909. [37]

A LING & CO., 19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

GRACA & CO. (Established 1896).

NO. 27 DES VŒUX ROAD.

Dealers in POSTAGE STAMPS AND VIEWS POST CARDS.

Just Received a Selection of SEN'S ILLUSTRATED POSTAGE STAMP ALBUMS of Latest Edition, from \$1.75 to \$16 Each.

SUGAR, COIN SEEDS. Inspection Invited.

Hongkong, 26th October, 1906. [548]

AUTOMATIC BROWNING POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES FIRING 8 SHOTS in 2 SECONDS.

SIEMENS & CO. Hongkong, 6th March, 1907. [47]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at 86, 87 and 87.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

W.M. SCHMIDT & CO. Hongkong, 26th October, 1906. [623]

COLD STORAGE.

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Hongkong 1st April, 1906. [48]

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NECK FRILLINGS.

LADIES' FINEST PURE LINEN AND COTTON.

Latest Design PRESENTATION HAND-KERCHIEFS, PLAIN, OPENWORK and EMBROIDERED.

HOOSAIN-ALI & CO., 14, Queen's Road, Central, Hongkong, 7th June, 1909. [41]

## FOR SALE

## FOR SALE

## ELECTRIC PLANT

Consisting of:

TWO 125 Kilowatt STEAM ALTERNATOR SETS; Output, 60 Amperes at 2100 Volts. The Sets comprise Vertical Compound Medium speed Engines, 205 revolutions per minute, by Messrs. ROBES & CO., Direct coupled to Alternators by Messrs. JOHNSON and PHILLIPS, complete with Exciters, &c.

Also

ONE HORIZONTAL COMPOUND JET CONDENSING STEAM ENGINE, 100 Horse power by Messrs. BROWETT and LINDLEY.

For further particulars apply:

HONGKONG ELECTRIC CO., LTD.

St. George's Buildings.

Hongkong, 23rd April, 1909. [649]

## TO LET

THE HONGKONG DWELLING HOUSE, No. 78, Queen's Road, Central.

Apply to:

S. J. DAVID & CO.

Prince's Building.

Hongkong, 25th March, 1909. [518]

## STORAGE

FOR COAL, TIMBER, &c.

TO LET

THE DAIRY FARM CO., LTD.

AT PRICES TO SUIT EVERYONE.

"BUTTER" BRAND

AT PRICES TO SUIT EVERYONE.

"HONEY-SUCKLE" BRAND

\$1 per lb.

This Butter, which is absolutely fresh, is undoubtedly the finest in Asia. [563]

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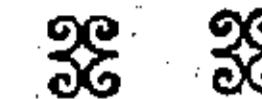
NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST

For your own comfort  
in Tropical Countries use  
**CALVERT'S**  
Carbolic Soaps.

Sold by local Chemists and Stores. Made by F. C. Calvert & Co., Manchester, England.

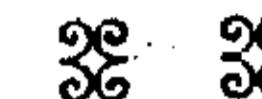
Guarded against  
Infection.



Calvert's 20% Carbolic Soap.

Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

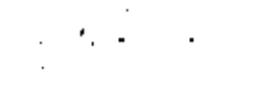
Perfect Personal  
Cleanliness.



Calvert's Carbolic Toilet Soap.

You will appreciate the feeling of thorough purification ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from  
Skin Irritation.



Calvert's Carbolic Prickly-heat Soap

is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?  
Each suits the climate.

THE DIVINITY OF BEAUTY.

SIGNIFICANCE OF THE COLOUR OF CLOTHES.

[BY MARIE VANTINI.]

In colour is found life's supremest expression, for its radiance are born passion and poetry, crystallised in fine thought and sparkling phrase. Our emotional instincts quickly recognise colour significance, and it plays a principal part among the influences of association. Colour in our minds is inseparably connected with the object, and we accept purple and gold as the natural heritage of Beauty's daughters.

We are nationally bold; our cities are filled with sombre airs, our spectacles lack gaiety and warmth, and the joyous colour-note in street or equipage is hard to find. I have often wondered why our poor should be denied the gladness of colour. Can it be that our Poor guardians fear brightness as a demoralising element, and so still their imaginations lest an exposition of colour should overtake them? If only an apostle of the human would arise in Bumbledom and give the old ladies some soft, blue gowns, and shawls of russet tints and pansy-purples.

A badly-dressed woman offends our eye, and not merely when incongruous colours shriek at us in horrid discord, but when the dress is badly worn, because the occasion demands a totally different garment. I have seen shopping in a pant and lace and muslin going shopping, the latter often limp and crumpled, and obviously doing its last turn before the next visit to the laundry. There are times when a beautiful dress becomes an eyesore, when its rich colours and lissom folds are an offence to us because it is worn out of season.

GRACEFUL.

The dress of to-day is certainly wanting in originality, but it is infinitely graceful and becoming. What matter if we borrow from the Middle Ages, when at least colour-values were understood, and picturesque designs of immortal beauty were fashioned? Why not rejoice in a tea-gown copied from the royal robe of Eleanor of Aquitaine, in draperies evolved from those of the Athenian maidens, in a dainty hand-wrought ornament whose prototype lay on the white throat of Mohammed's "Byzantine sultans"? New art is but the old, and we "create" from the riches of the ages.

Pageantry, soon to be with us again, has improved our colour sense, for it reproduces for us, as nearly as may be, the colour-harvest of centuries. I have an undying memory of a tapestry of the most poignant beauty, seen during the first episode of the Oxford Pageant, in the lovely harlequin-blue of the nuns' habits. As they passed in slow and graceful movement across the soft darkness of the grass, the exquisite colour of the flowing draperies was a vision of pure delight, affecting, in an extraordinary degree, by the sheer beauty of the colouring.

The woman of moderate means should decline all fussy frocks and imitations of ultra smart gowns, for these show their date, and are rarely successful unless made in costly stuffs. The simple dress is coming into its kingdom, it should be fashioned of the best materials, with neither frills nor fussiness. It must be alluring by its perfect fit and graceful folds, and its sleeves clinging desirably to the arms. Ornament should strike the note of colour and richness, but it must be used sparingly, as ornament should ever be employed. The restful lines of a gown should never be hidden under masses of lace overlaid with embroidery. The design should be simple, the cut and fit perfect.

REFINEMENT.

Refinement is the hall-mark of clothes, and a beautiful fabric crowded with ornament becomes vulgar and ineffective. Such errors of taste are committed by women who are without the valuable sense of proportion, and so do not perceive "means of grace" in their clothes.

Almond-green, "bois de rose," and powder blue are delicious to look upon, and have an indescribable sort of bloom and restfulness. Distinction can be conferred on them by a touch of dull silver or a sprig of old lace, one beautiful jewel, or bit of sparkling enamel; while a little thought will suggest an original touch at neck or sleeve which will give the individuality that makes its own appeal.

Women pay much attention to decorative effects in their rooms, but often forget that their dress should not strike another note of colour, and, above all, a discordant one. In a room which is a delightful colour-symphony, the dress of its mistress should be like a wonderful chord, satisfying the waiting ear and completing the harmony.

Truly our dress has a great capacity for refinement or vulgarity. A woman belongs to her clothes, for in them are displayed her daintiness and selective sense; they are the materialisation of her thoughts, the vocabulary of her soul; and about them is the subtle essence that can charm. Colour in clothes is a charm because it is a revelation, something that falls across us in passing dainty, evanescent, and insistent, for charm is never forgotten.

IMAGINATION.

There is an esoteric force in colour, and the mere choice of a beautiful tint in dress or ornament, as such only, should not be our aim. Rather let some memory-picture which has left a deep mark on our minds be visualised; it is the province of imagination to discover the hidden charm of what was originally a personal experience and not a brain creation.

There is much hidden beauty and significance in the smallest colour impression. Each is of Nature's selection, and not one a meaningless exclamation. As well contend that the crimson maple leaves shaken by every breath of the wind have no stability, no underlying strength beneath their ephemeral beauty.

THE "M'ORI KING" CASE.

JUDGMENT OF THE P. I. V. COUNCIL.

As announced three weeks ago by telegram to the Judicial Committee of the Privy Council on the May 12th gave judgment in the case of the owners of and parties interested in the steamer *M'ori King*, His Britannic Majesty's Consul-General at Shanghai (Sir Palman L. Warren, K.C.M.G.).

This was an appeal from a decree of the Supreme Court for China and Korea at Shanghai of April 23, 1908, which declared the steamer *M'ori King* to be forfeited for improperly carrying British colours.

Sir Robert Finlay, K.C., Mr. Scrutton, K.C., and Mr. Herbert Cowell appeared for the appellants; the Attorney-General, the Solicitor-General, and Mr. Rowlett for the respondent.

The arguments were heard in February before a Board composed of Lord Macnaghten, Lord Atkinson, Lord Collins, and Sir Arthur Wilson, when judgment was reserved.

Lord Macnaghten, in delivering their Lordships' judgment, said:—Several grounds of

objection to the judgment and decree of the Supreme Court were urged upon the argument of the appeal.

The principal ground of objection went to the jurisdiction of the Court, and, as in the opinion of the Lordships, that objection is sufficient to dispose of the appeal, they deem it unnecessary to consider the other points argued.

The new "director" it is affirmed, is the corollary of the Dreadnought. It is the essential development of the all-big-gun principle in that it takes a broadside of guns—all of the same character—and enables them to be used simultaneously and with wonderful accuracy for the delivery of a smashing, devastating fire.

in Dow's name; but he executed a declaration of trust in favour of a Russian firm, Ginsburg and Co., who have been found to be the real owners. On January 24, 1908, the respondent, his Majesty's Consul-General at Shanghai, filed two petitions founded on two writs, dated respectively January 4 and 6, 1908, which he had caused to be issued against the appellants. Of these petitions the second is the more material. It was based upon sections 69 and 76 of the Merchant Shipping Act, 1894. It states that the plaintiff, as Consular officer within the meaning of section 76, had seized and detained the ship, as liable to forfeiture under section 69, for laying used the British flag without authority to do so; and the petition asked (amongst other things) for a declaration and judgment that the ship had become forfeited to His Majesty. Certain defences were raised which it is not necessary to examine on the present occasion. On April 23rd, 1908, a decree was passed declaring the forfeiture of the ship as prayed. That is the decree appealed against.

THE MERCHANT SHIPPING ACT.

The sections which it is important to notice for the present purpose are as follows: Merchant Shipping Act, 1894. Section 69(1).—"If a person uses the British flag and assumes the British national character on board a ship owned in whole or in part by any persons not qualified to own a British ship, for the purpose of making the ship appear to be a British ship, the ship shall be subject to forfeiture under this Act, unless the assumption has been made for the purpose of escaping capture by an enemy or by a foreign ship of war in the exercise of some belligerent right. Section 76." (1) Where any ship has either wholly or as to any share therein become subject of forfeiture under this part of this Act.—(a) Any commissioned officer on full pay in the military or naval service of her Majesty, (b) any officer of Customs in her Majesty's dominion, or (c) any British Consular officer, may seize and detain the ship, and bring her for adjudication before the High Court in England, or Ireland, or before the Court of Session in Scotland, and elsewhere before any Colonial Court of Admiralty or Vice-Admiralty Court in her Majesty's dominions, and the Court may thereupon adjudge the ship with her tackle, apparel, and furniture to be forfeited to her Majesty." Merchant Shipping Act, 1908. Section 51. (1) Where it appears to the Commissioners of Customs there is any doubt as to the title of any ship registered as a British ship to be so registered, they may direct the registrar of the port of the registry of the ship to require evidence to be given to his satisfaction that the ship is entitled to be registered as a British ship. (2) If within such time, not less than 30 days, as the Commissioners fix, satisfactory evidence of the title of the ship to be registered is not so given, the ship shall be subject to forfeiture under Part I. of the principal Act. (3) In the application of this section to a port in a British possession, and in the application of this section to foreign ports of registry, the Board of Trade shall be substituted for the Commissioners of Customs. The question of jurisdiction which has been raised is this:—The jurisdiction to entertain and deal with the parties before the Supreme Court, if it possesses that jurisdiction, depends upon section 76 just cited. It is contended, however, for the present appellants that that section confers authority upon no Court excepting those within the dominions of the Crown, whereas the Court at Shanghai is not within British territory. That contention on the part of the appellants, in their Lordships' opinion, must prevail, for the language of the section is express, and there appears to their Lordships to be no other statutory authority for the jurisdiction under this section to extend the jurisdiction under this section to the Chinese Court. For the foregoing reasons their Lordships are of opinion that the appeal should prevail. They will humbly advise His Majesty that the decree of April 23, 1908, should be set aside, and the respondent's petition dismissed without costs. There will be no order as to the costs of the appeal.

GUNNERY REVOLUTION.

50 TO 75 PER CENT. MORE HITS.

SIR PERCY SCOTT'S INVENTION.

For reasons based on the highest patriotism, great secrecy is being observed as to details of the new invention just perfected by Vice-Admiral Sir Percy Scott. It promises to revolutionise naval gunnery. This invention, adds the Naval Correspondent of the *Daily Telegraph*, is a mechanical device for directing the guns of a vessel on an enemy with such accuracy as greatly to increase their hitting power, and it marks another step towards the elimination of the human element. It does not abolish the gun-layer, but he becomes a person of far less importance, and there will be fewer of his kind in future. It is another triumph of mechanical science. Those who are familiar with the tests already carried out affirm that a new chapter is opening in the history of naval gunnery.

In the last few years many hundred thousand pounds have been spent in resighting the guns of the Navy; they have been supplied with all the equipment necessary to the proper instruction of gun crews; a spirit of emulation has been excited, and now a further remarkable development is about to take place. The progress which has been already made is noteworthy.

Ten years ago only 31.1 per cent. of the rounds fired by the Fleet hit the target, but in 1907 it had risen to 31.49. This sum was accepted as evidence by the Admiralty that the target was too large for such experts as the Navy possessed, and the area of the target was reduced to about a quarter of its former size. Yet last year there were 51.57 per cent. of hits even under the far more difficult conditions, the corresponding figure of merit in the previous year for the same-sized target having been only 42.70.

This was the average for the whole Navy; it was greatly reduced by some vessels which did very indifferently. In British waters the nucleus crew ship of the Portsmouth section of the Home Fleet did best, and then came the Channel Fleet, with the *Good Hope* as the best ship in that command and in the whole Navy.

This vessel fired 18 shells from her 9.2in guns and 14 hit the target, and from her 6in weapons were fired 140 projectiles and 106 were hits.

This result is equivalent to an average of seven 380lb shells hitting the target into minutes, and in the case of the 6in gun is equivalent to thirteen hits with 10lb shells in the same period.

Sir Percy Scott handed down his flag in the *Good Hope* some months ago, but the trials of the new "director" indicate that he is not inactive.

The *Good Hope* is the only vessel fitted with this new invention, closely guarded against prying eyes. Trials have been carried out, and with most successful results. It is stated that naval officers look forward to the hitting power of the Fleet being increased thereby to the extent of 50 to 75 per cent.

The tests are not yet completed, and nothing can be affirmed definitely until they have been concluded.

The new "director" it is affirmed, is the corollary of the Dreadnought.

It is the essential development of the all-big-gun principle in that it takes a broadside of guns—all of the same character—and enables them to be used simultaneously and with wonderful accuracy for the delivery of a smashing, devastating fire.

The new Dreadnoughts, for example, will be able to fire ten 12in broadsides. The projectile weighs 850lb, and consequently at one discharge such a vessel will fire 6,500lb of metal. The new director will be a guarantee that at a medium range from two three tons of this metal will not merely hit an enemy's ship at the same moment, but devastate any particular part which is fixed upon as the special object of attack.

THE NORTH-GERMAN LLOYD.

Herr Heinonen, who has been appointed Managing-Director of the Norddeutsche Lloyd in the place of the late Dr. Wiegand, is the son of the late Dr. John Heinonen, who was the counsel and legal adviser of the Norddeutsche Lloyd.

Herr Heinonen was born at Bremen on March 1, 1860, and was educated in Bremen. He served his military service with the 1st Dragoon Guards in Berlin, after which he was employed for six years in the cotton firm of Messrs. de Jersey and Co., of Liverpool.

At the end of 1886 the endeavours of the German cotton spinners to create their own cotton market in Bremen induced him to return there, where, together with Mr. John Vogelsang, he established the cotton import and export firm of Heinonen and Vogelsang. This firm soon extended, and became one of the largest cotton houses in Bremen, with branches in the United States, Liverpool, Hamburg, and Havre.

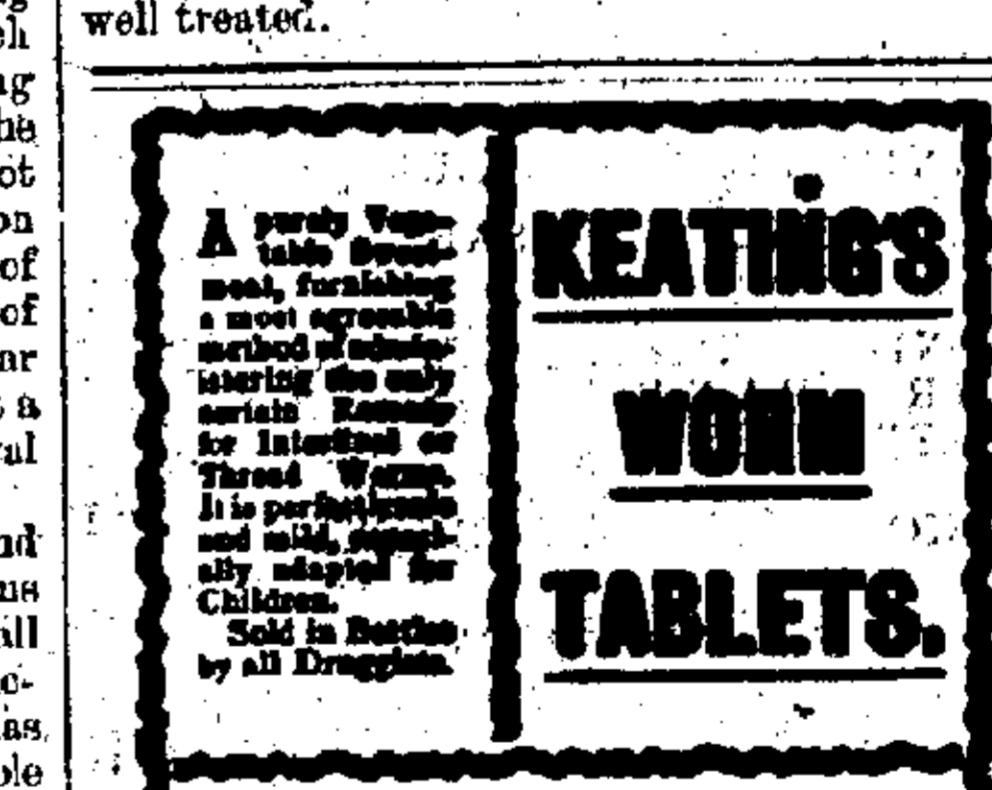
Herr Heinonen was elected a director, and afterwards vice-president, of the Bremen Cotton Exchange, which position he held until he joined the board of the Norddeutsche Lloyd in 1912. In 1898 he was elected a member of the Bremen Chamber of Commerce, of which he became president in 1905. In 1899 he was elected a member of the Diet.

Herr Heinonen, who was in London during last month, was asked his opinion as to the outlook of the North Atlantic shipping and the policy of the North-German Lloyd under his management. Herr Heinonen said that, the pendulum having swung so far last year in an unfavourable direction, reaction was certain, and that were already encouraging signs of this. The recovery, however, would be more gradual than was at first thought; and in his opinion it would not be until 1910 that there would be a real return of shipping in North Atlantic shipping. As to the policy of the North-German Lloyd, all he could say was that he would do all in his power to promote a good understanding and friendly working between the Transatlantic lines. With a little mutual forbearance these should, he thought, not be difficult of adjustment, and it would be found that there was room enough for all lines to live, without one trespassing unduly on the province of another.

As regards the number of steamers in the North Atlantic passenger trade, it was a fact that the supply had got somewhat in advance of requirements, and all lines were suffering in consequence of this, as well as from other causes.

Building had proceeded in anticipation of a normal increase in the volume of travel, whereas instead of an increase there had been a severe falling off. The position would, he did not doubt, right itself before long. The *Washington*, a large steamer of moderate speed, to the fleet of the North-German Lloyd did not indicate a change of policy or of opinion as to the respective merits of fast and moderate speed steamers. The *Kronprinzessin Cecilie*, for example, held her own, as figures showed, against all competitors, including the large steamers of moderate speed. Until recently, except for the comparatively few persons who were good sailors, the Atlantic passage was a thing to be got over as quickly as possible. Today, however, under the vastly improved conditions obtaining on board first-class passenger steamers, the sea journey did actually count as not the least agreeable part of a European holiday, and many persons preferred to prolong it. Thus to a large and growing class an extra day or two at sea was an attraction, especially when combined with lower rates.

Herr Heinonen coincided by observing that he saw no real difficulty in a right understanding between the English and German people, except a lack of knowledge. He himself had spent many years in business in England as a young man, and believed he knew something of the true feeling in both countries. All that was needed was that English and Germans should know more of one another. As regards himself, he could not conceive of anything that could diminish his attachment for a country where he had spent so many happy years and been so well treated.



Proprietary, TONIC, DIETETIC, LAXATIVE.

KEATING'S WORM TABLETS.

58

Patent Slip.

Suitable for vessels up to 1,000.

The Works are well equipped with

the latest plants and appliances

to undertake building or repairing ships, engines, and boilers; and also electrical works.

A large stock of materials is

always kept on hand.

The Company has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for salvaging purposes

equipped with necessary gear, always ready

short notice.

1905

1906

1907

1908

1909

1910

## SHIPPING.

ARRIVALS.  
 AMARA, British str., 1,565, Matlock, 8th June  
 — Saigon 2nd June, Coal — Jardine, Matheson & Co.  
 BENEDI, British str., 2,363 Webster, 8th June — Singapore 4th June, General Gibb, Livingston & Co.  
 FUDO MARU, Japanese str., 1,254, Goto, 8th June — Wakamatsu 2nd June, Coal — Mitsui Busen Kaisha.  
 GILBERT, French str., 580, Donarina, 8th June — Toulon, Charbon — Order.  
 HAILAN, French str., 377, O. A. Hoeg, 7th June — Hollow 6th June, General — A. R. Marti.  
 HAIMUN, British str., 536, J. W. Evans, 8th June — Swatow, 7th June, General Douglas, Lapraik & Co.  
 KUMSAN, British str., 2,076, E. G. Buller, 8th June — Calcutta, and Singapore 2nd June, General — Jardine, Matheson & Co.  
 NIKKO MARU, Japanese str., 3,639, M. Yagi, 8th June — Nagasaki 4th June, General Nippon Yusen Kaisha.

CLEARANCES.  
 AT THE HARBOUR MASTER'S OFFICE.  
 8th June.  
 Akaku Maru, Japanese str., for Saigon.  
 Benedit, British str., for Nagasaki.  
 Hongkong, British str., for Asia.  
 Kayaku Maru, Japanese str., for Moji, Kitakami, German str., for Quang Chow Wan, Siau, Norwegian str., for Canton.  
 Teunyuan Maru, Jap. str., for Kuchinotzu, Victoria, Swedish str., for Haiphong.  
 Wakana Maru, Jap. str., for Singapore.

DEPARTURES.  
 8th June.  
 AMARA, British str., for Canton.  
 ATLANTIS, American str., for Manila.  
 CHOWTAI, German str., for Bangkok.  
 HAIYANG, British str., for Swatow.  
 HALVARD, Norwegian str., for Bangkok.  
 KUNAGIRA MARU, Japanese str., for Moji.  
 KWANGTAI, Chinese str., for Canton.  
 LSCHEIFF, German str., for Chinkiang.  
 PAKLAT, German str., for Swatow.  
 POLYNESIEN, French str., for Europe, &c.  
 SUNGKANG, British str., for Amoy.  
 TOSA MARU, Japanese str., for Shanghai.  
 WOGLINDE, German str., for New York.  
 YINGCHOW, British str., for Canton.

SHIPMENT REPORTS.  
 The British str. Kumsan reports: Gentle breeze from E.S.E. smooth sea, fine and clear throughout the passage.

VESSELS IN DOCK.  
 June 8th.  
 ABERDEEN DOCK.—  
 KOWLOON DOCK—Chan Po, Sir W. Jervois, Chipping.  
 COSMOPOLITAN DOCK—

TAIKOO DOCK—Maple Leaf, Tean, Taming, Petchaburi, Tjilatjap, Kueitien.

## VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA.  
 (Florio and Rubattino United Companies)

STEAM FOR BOMBAY  
 VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. (Taking cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

## THE Steamship

"ISCHIA."  
 Captain Belotti will be despatched as above on SATURDAY, the 12th inst., at NOON.  
 For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents. Hongkong, 9th June, 1909. [4]

HONGKONG—BOSTON—NEW YORK.



AMERICAN ASIATIC STEAMSHIP CO.  
 For BOSTON and NEW YORK via PORTS AND SUEZ CANAL.  
 (With Liberty to call at the Malabar Coast.)

S.S. "INDRANI" ... On 16th June, to be followed by S.S. "ST. PATRICK" About 13th July. For Freight and further information apply to SHEEN TOMES & Co., General Agents. Hongkong, 3rd June, 1909. [77]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For SYDNEY and MELBOURNE (Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.).

THE Steamship  
 "EMPIRE," Captain Hulme, will be despatched as above on WEDNESDAY, 23rd inst., at NOON.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Steward and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th June, 1909. [820]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "K." nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	DELHI	Brit. str.	—	G. W. Gordon, B.N.E.	P. & O. S. N. Co.	On 12th inst., at Noon.
LONDON & ANTWERP via SINGAPORE &c.	POONA	Brit. str.	—	A. F. Vine, B.N.E.	P. & O. S. N. Co.	About 16th inst.
ANTWERP, ROTTERDAM & HAMBURG, &c.	SITHONIA	Ger. str.	h	Brehmer	HAMBURG-AMERICA LINER	On 8th July.
BREMEN, HAMBURG & ROTTERDAM, &c.	SEVRIA	Ger. str.	h	Salmer	HAMBURG-AMERICA LINER	On 11th inst.
HARVE & HAMBURG via STRAITS, &c.	SENIGAMIA	Ger. str.	h	Eckhorn	HAMBURG-AMERICA LINER	On 17th inst.
ISTRIA &c.	ISTRIA	Ger. str.	h	—	HAMBURG-AMERICA LINER	On 10th July.
CANTON	SWED. str.	—	—	W. Barrett	MELCHERS & CO.	About 8th inst.
DETROIS	FR. str.	—	—	E. F. Ferdinand	JARDINE, MATTHESON & CO., LTD.	At about 10th inst.
SYDNEY	Jap. str.	—	—	Geo. Anderson	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
SADO MARU	Jap. str.	k. w.	—	v. Dohren	NIPPON YUSEN KAISHA	On 23rd inst., at D'light
SCANDIA	Jap. str.	k. w.	—	Porsoline	HAMBURG-AMERICA LINER	On 1st July.
SILVIA	Jap. str.	k. w.	—	Wm. Fraser	NIPPON YUSEN KAISHA	On 2nd July.
HIRANO MARU	Jap. str.	k. w.	—	—	TOYO KISEN KAISHA	On 3rd July.
MANSHU MARU	Jap. str.	k. w.	—	—	MELCHERS & CO.	On 1st July, at Noon.
LUETZOW	Ang. str.	—	—	C. Dowers	SANDER, WIELER & CO.	On 16th inst., at Noon.
E. F. FERDINAND	Nitsche	—	—	—	DODWELL & CO., LTD.	On 26th inst., P.M.
PATHAN	Ang. str.	—	—	—	CANADIAN PACIFIC R. CO.	On 22nd inst.
INDIANI	Brit. str.	—	—	—	CANADIAN PACIFIC R. CO.	On 12th inst., at 8 P.M.
EMPEROR OF JAPAN	2 m.	—	—	E. W. Davis	On 14th July, at Noon.	
MONTRAGLE	1 m.	—	—	K. Kawara	On 3rd July.	
TACOMA MARU	1 m.	—	—	G. W. Eddy	On 1st July.	
OCANO	Brit. str.	—	—	F. Iseki	On 15th inst., at 4 P.M.	
SHINANO MARU	Jap. str.	—	—	P. T. Holmes	On 18th inst., at 10 A.M.	
NIKKO MARU	Jap. str.	—	—	N. Matheson	On 23rd inst., at Noon.	
PRINZ SIGURUND	Jap. str.	—	—	N. Matheson	On 9th July, at Noon.	
KUMANO MARU	Jap. str.	—	—	N. Matheson	On 11th inst., at 5 P.M.	
YOKOHAMA & KOBE	YOKOHAMA & KOBE	—	—	M. Lens	About 26th inst.	
NAGASAKI, KOBE & YOKOHAMA	NAGASAKI, KOBE & YOKOHAMA	—	—	—	To-day, at Noon.	
NIKKO MARU	NAGASAKI, KOBE & YOKOHAMA	—	—	—	On 17th inst., at 5 P.M.	
WEIBAIWEI, CHEFOO & TIENTSIN	WEIBAIWEI, CHEFOO & NEWCHANG	—	—	—	Quick despatch.	
TSINGTAU, CHEFOO & NEWCHANG	TSINGTAU, CHEFOO & NEWCHANG	—	—	G. Hooker	On 11th inst., at 4 P.M.	
YUNKIANG	YUNKIANG	—	—	Dowson	On 16th inst., at 4 P.M.	
CHIPIRING	CHIPIRING	—	—	F. Mooney	On 11th inst., at Noon.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	—	—	M. Courtney	On 24th inst., at 4 P.M.	
SHANGHAI	SHANGHAI	—	—	H. G. Walker	On 12th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	SHANGHAI, YOKOHAMA & KOBE	—	—	—	On 13th inst., at D'light	
SHANGHAI, CHINHUA	CHINHUA	—	—	—	MELCHERS & CO.	
SHANGHAI, MOJI, KOBE & YOKOHAMA	MOJI	—	—	—	NIPPON YUSEN KAISHA	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	NAGASAKI	—	—	—	JAYA-CHINA-JAPAN LINE	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	BUTTERFIELD & SWINE	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	BUTTERFIELD & SWINE	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	JARDINE, MATTHESON & CO., LTD.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	JARDINE, MATTHESON & CO., LTD.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	On 21st inst., P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	—	On 22nd inst.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	M. B. Lake	On 3rd July, at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	P. J. van Esenreick	Quick despatch.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	K. Sugi	On 10th July, at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	Y. Kaburaki	On 13th inst., at 10 A.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	Passmore	On 12th inst., at 1 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	J. W. Evans	On 1st July, at 1 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	Jameson	On 12th inst., at 9 A.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	A. W. Outbridge	To-day, at 3 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	R. W. Almond	On 11th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	B. Somerville	On 12th inst., at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	P. H. Rolfe	On 15th inst., at 3 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	R. Rodger	On 18th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	F. Wigall	On 19th inst., at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	F. Semill	On 12th inst., at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	B. Belotti	On 17th inst., at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	B. Kon	To-morrow, at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	G. F. Hudson	On 15th inst., at Noon.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	Bradley	On 17th inst., at 4 P.M.	
SHANGHAI, YOKOHAMA & KOBE	YOKOHAMA	—	—	E. J. Bell	On 19th inst., at Noon.	

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

## MESSAGERIES MARITIMES

## FRENCH MAIL LINES.

## FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

## FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOB	STEAMERS	TO SAIL
SHANGHAI, KOBE & YOKOHAMA	"ARMAND BEHIC"	On 21st June, P.M.
YOKOHAMA	"SYDNEY"	On 22nd June, 1 P.M.
MARSEILLES VIA PORTS	Capt. Rahmat	On 5th June, P.M.
SHANGHAI, KOBE & YOKOHAMA	"ERNEST SIMONS"	On 6th June, 1 P.M.
MARSEILLES VIA PORTS	Capt. Lancelin	On 17th June.

**PENINSULAR & ORIENTAL  
STEAM NAVIGATION COMPANY.**

STEAMERS	TO SAIL.	NOTES
SHANGHAI	{ DEVANHA 10 A.M. 10th June Capt. W. Hayward, E.N.E.,	{ Freight and Passage.
LONDON VIA USUAL PORTS	DELHI Noon, 12th June	{ See Special Advertisement.
LONDON and ANTWERP	POONA About 16th June	{ Freight only.
VIA SINGAPORE-PENANG, COLOMBO PORT	AMONG, COLOMBO Port	{ Capt. A. R. Vines, E.N.E.,
SAYD and MARSEILLES	June	
SHANGHAI, MOJI, KOBE and YOKOHAMA	MALTA About 17th June	{ Freight and Passage.
	Capt. G. V. Montford, E.N.E.	

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 7th June, 1909.

**CHINA NAVIGATION CO., LTD.**  
SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL.
MANILA	"TEAN"	On 9th June, 3 P.M.
SHANGHAI	"YINGCHOW"	On 10th June, 4 P.M.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEICHOW"	On 11th June, 4 P.M.
HOIHOW and HAIPHONG	"SINGAN"	On 12th June, 9 A.M.
SHANGHAI	"CHENAN"	On 13th June, D'light
MANILA	"TAMING"	On 15th June, 3 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK-TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 15th June, 4 P.M.
TSINGTAU, CHEFOO and NEWCHANG	"KWEIYANG"	On 16th June, 4 P.M.
SHANGHAI	"CHINHUA"	On 17th June, 4 P.M.
SHANGHAI	"LINAN"	On 20th June, D'light
DIRECT SAILINGS TO WEST RIVER, Twice Weekly.	S.S. "LINTAN" and S.S. "SANUI".	

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

MANILA TWIN SCREW STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining-Saloon.

N.B.—These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Wonsong.

FARE INCLUDING WINES \$45 SINGLE and \$80 RETURN.  
TELEPHONE 36.

For Freight or Passage apply to—  
BUTTERFIELD & SWIRE,  
Hongkong, 9th June, 1909. AGENTS.

**DOUGLAS STEAMSHIP CO., LIMITED.**

**HONGKONG-SOUTH CHINA COAST PORTS.**

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST, HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LENVIAG.
"HAIMUN," Capt. Evans	SWATOW	{ WED'DAY, 9th June, at 1 P.M.
"HACHING," Capt. Passmore	AMOY & FOOCHOW.	{ SATURDAY, 12th June, at 1 P.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—  
DOUGLAS, LAPRAIK & CO.,  
GENERAL MANAGERS.

Hongkong, 9th June, 1909. (10)

**INDO-CHINA S. NAV. CO., LTD.**

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS	TO SAIL.
SHANGHAI	"YATSHING"
SHANGHAI	"HANGSANG"
TIENTSIN VIA SWATOW, WEIHAI-WEI	"CHIPSHING"
WEI & CHEFOO	Friday, 11th June, Noon.
MANILA	"LOONGSANG"
SHANGHAI	"WINGSANG" Friday, 11th June, 4 P.M.
SINGAPORE-PENANG & CALCUTTA	"KUTSANG"
SANDAKAN	Tuesday, 15th June, Noon.
SINGAPORE & SAMARANG	"AMARA"
MANILA	"YUENSANG"
SINGAPORE-PENANG & CALCUTTA	"KUMSANG"
SHIAL, YOKOHAMA, KOJI & MOJI	"NAMSANG"

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.  
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a to stay 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang Telephone No. 61.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawau, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to—  
JARDINE, MATHESON & CO., LTD.,  
GENERAL MANAGERS.

Hongkong, 9th June, 1909. (16)

**OSAKA SHOSEN KAISHA.**  
REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG-SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
ANPING VIA SWATOW, "SOSHU MARU"	WED'DAY, 9th June, at 10 A.M.	Capt. K. Sugi
SHANGHAI VIA SWATOW, "BUJUN MARU"	THURSDAY, 10th June, at 10 A.M.	Capt. Y. Fuzeno
TAMSUI VIA SWATOW, "DAIJIN MARU"	SUNDAY, 13th June, at 10 A.M.	Capt. Y. Kuburaki

These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabins Amidships. Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and North China Ports.

For Freight, Passage and further information, apply at the Company's Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th June, 1909.

T. ABIMA, Manager. (13)



**HONGKONG-MANILA.**

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

**CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.**

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 12th June, Noon.
ZAFIRO	2540	R. Rodger	Manila	On 19th June, Noon.

For Freight or Passage apply to

SHEWAN, TOME'S & CO.,  
GENERAL MANAGERS.

Hongkong, 31st May, 1909.

**JAVA-CHINA-JAPAN LIJN**

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILATJAP	JAVA	First half of June	SHANGHAI	First half of June
TJILIWONG	JAVA	First half of June	JAPAN	First half of June
TJIPANAS	JAVA	Second half of June	SHANGHAI	Second half of June
TJIKINI	JAVA	Second half of June	JAPAN	Second half of June
TJIMAH	JAVA	First half of July	SHANGHAI	First half of July
TJIBODAS	JAVA	Second half of July	JAPAN	Second half of July

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

(18)

**OSAKA SHOSEN KAISHA.**



**INAUGURATION OF NEW TRANS-PACIFIC LINE.**

Regular Service, Connecting at TACOMA with THE CHICAGO, MILWAUKEE, AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

Proposed Sailings from HONGKONG for TACOMA via SHANGHAI and JAPAN, (Intermediate Ports of Call):

Regular—SHANGHAI, MOJI, KOBE and YOKOHAMA.

Occasional—MANILA, KELLENG, YORKTOWN, SHIMIZU, VICTORIA, B.C.)

(Subject to Alteration)

Newly Built Steamers Tons (gross reg.) Captain Sailing Date.

**TACOMA MARU** 6,178 On Saturday, 3rd July

**SEATTLE MARU** (already launched) 4 other new sister ships to follow

The steamers have fair speed, Special up-to-date appliances for cargo working, and best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection. Superior accommodation for steerage passengers situated amidships. A limited number of Cabin passengers carried at low rates. Electric lighted and Steam heated.

For further information, apply at the Co's Local Branch Office at Second Floor, No. 1, Queen's Buildings, Hongkong, 1st June, 1909.

(18)

**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (MEXICO).

S.S. MANSHU MARU	5000 tons grt/6000 dwt	Sail July 1st, at Noon.
S.S. AMERICA MARU	6000 "	Aug. 30th, at Noon.
S.S. HONGKONG MARU	6000 "	Oct. 26th, at Noon.
S.S. MANSHU MARU	5000 "	Dec. 10th, at Noon.

For particulars apply to

K. MATSUI, Manager.

TOYO KISEN KAISHA,

